



replacement/transit improvement study

SOUTH END

ROXBURY

DORCHESTER

MATTAPAN

百三三多發生?

時空百三三多發生?

GOVDOC

BRA

4511

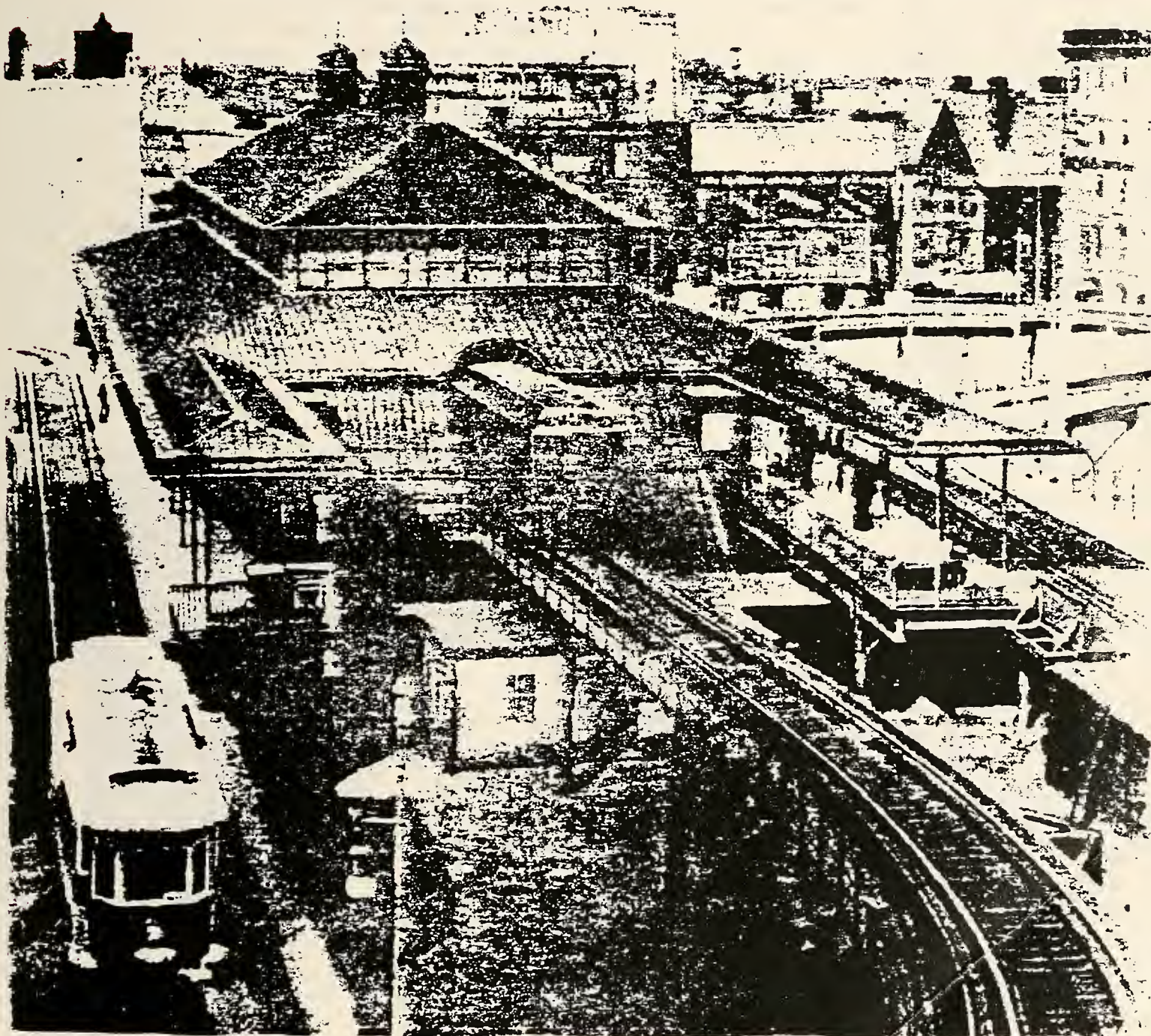
What happened . . .

. . . and what's happening next?

& que' ha pasado . . .

. . . y que pasara?

REASON PUBLIC LIBRARY



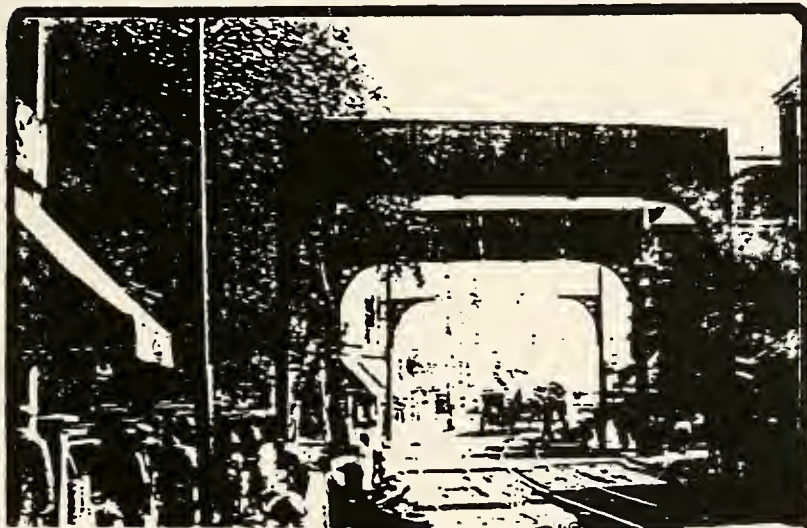
Where are we now?

Phase I (1977-78) analyzed the travel needs of people in the study area resulting in a series of light rail and bus alternatives which were incorporated in a report to the Urban Mass Transportation Administration. Phase II, started in the Fall of 1981, involves detailed examination of the physical, social, environmental, economic and operational characteristics of alternatives.

An Alternatives Analysis/Draft Environmental Impact Statement (AA/DEIS) is being prepared. It analyzes alternatives in the "Replacement Corridor"--the section of the study area between Dudley Station and Downtown. Analysis of bus routes outside the Replacement Corridor is continuing under the direction of the MBTA's Service Planning Department, as part of another study, and they will soon be soliciting additional community input. Increased Washington Street bus service via Routes 42 and 49 will be provided between the time the Orange Line is relocated and replacement service begins.

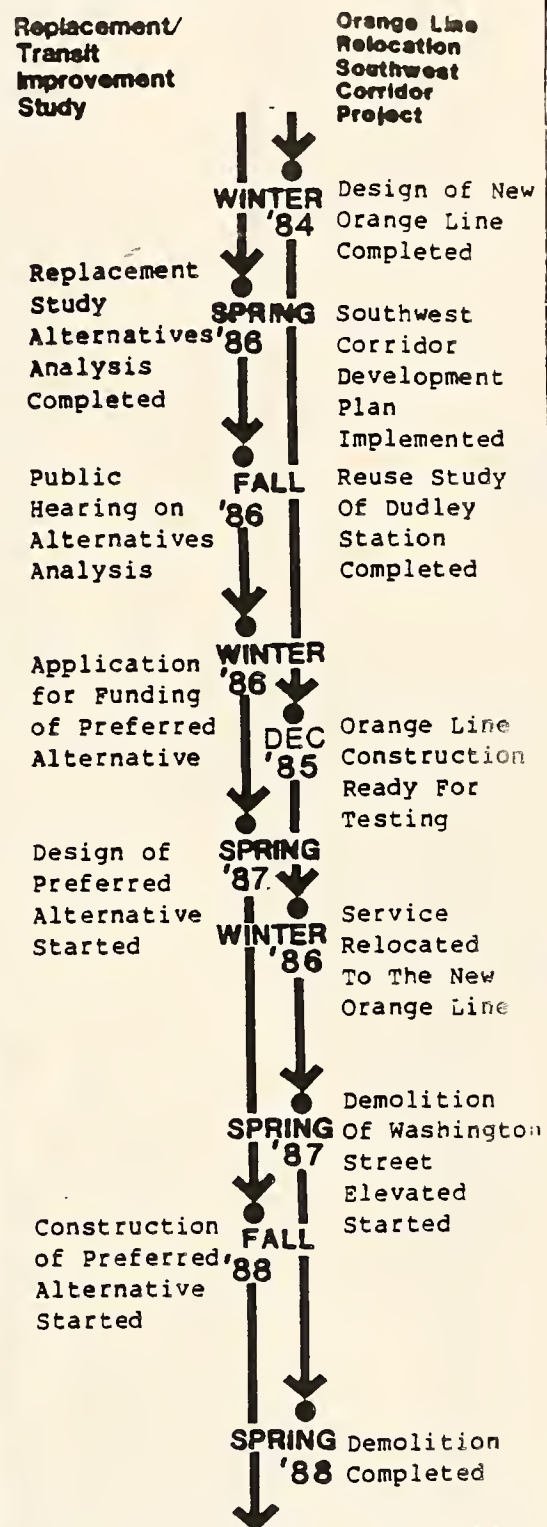
Replacement corridor

Various bus, light rail, and trackless trolley routes have been investigated in the corridor between Dudley Station and Downtown.



The El under construction on Washington Street in 1899. The elevated line from Sullivan Sq. in Charlestown to Dudley Square in Roxbury opened in 1901. The portion from Dudley Square to Forest Hills was added in 1909.

Schedule

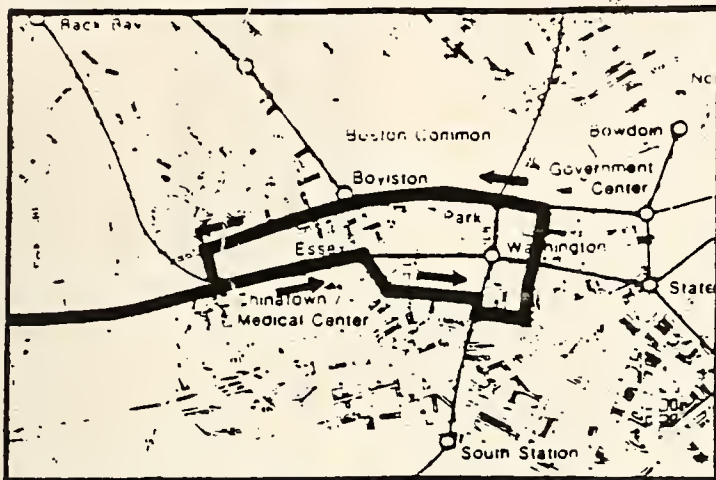


The above schedule shows the milestones for the Replacement/Transit Improvement Study being worked on in conjunction with the Southwest Corridor Project.

Alternative 1 Washington Street Bus Options

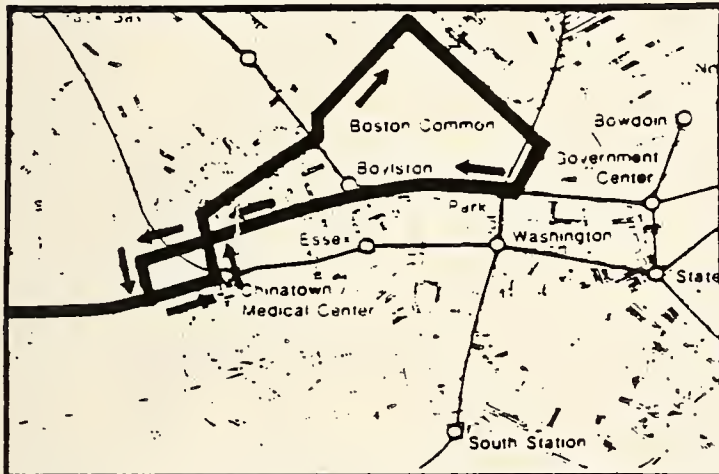


Alternative 1C - Downtown Crossing Loop

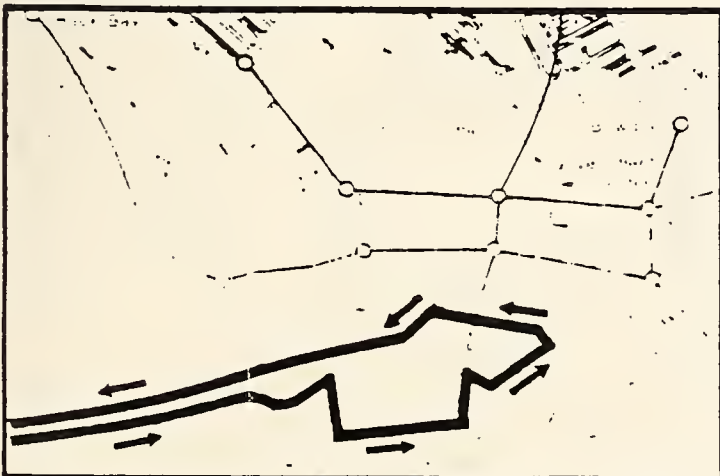


**Figure 27
Downtown
Bus Route
Circulation**

Alternatives 1D, part of 2A & 2B - Boston Common Loop



Alternative 2A - Express Bus Loop



**replacement/transit
improvement study**

SOUTH END
DORCHESTER

BRIDGE
NATURAL

Massachusetts Bay Transportation Authority



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<http://www.archive.org/details/replacementtrans00mass>

Figure 8

Alternative 2 Tremont and Albany Streets Bus Options

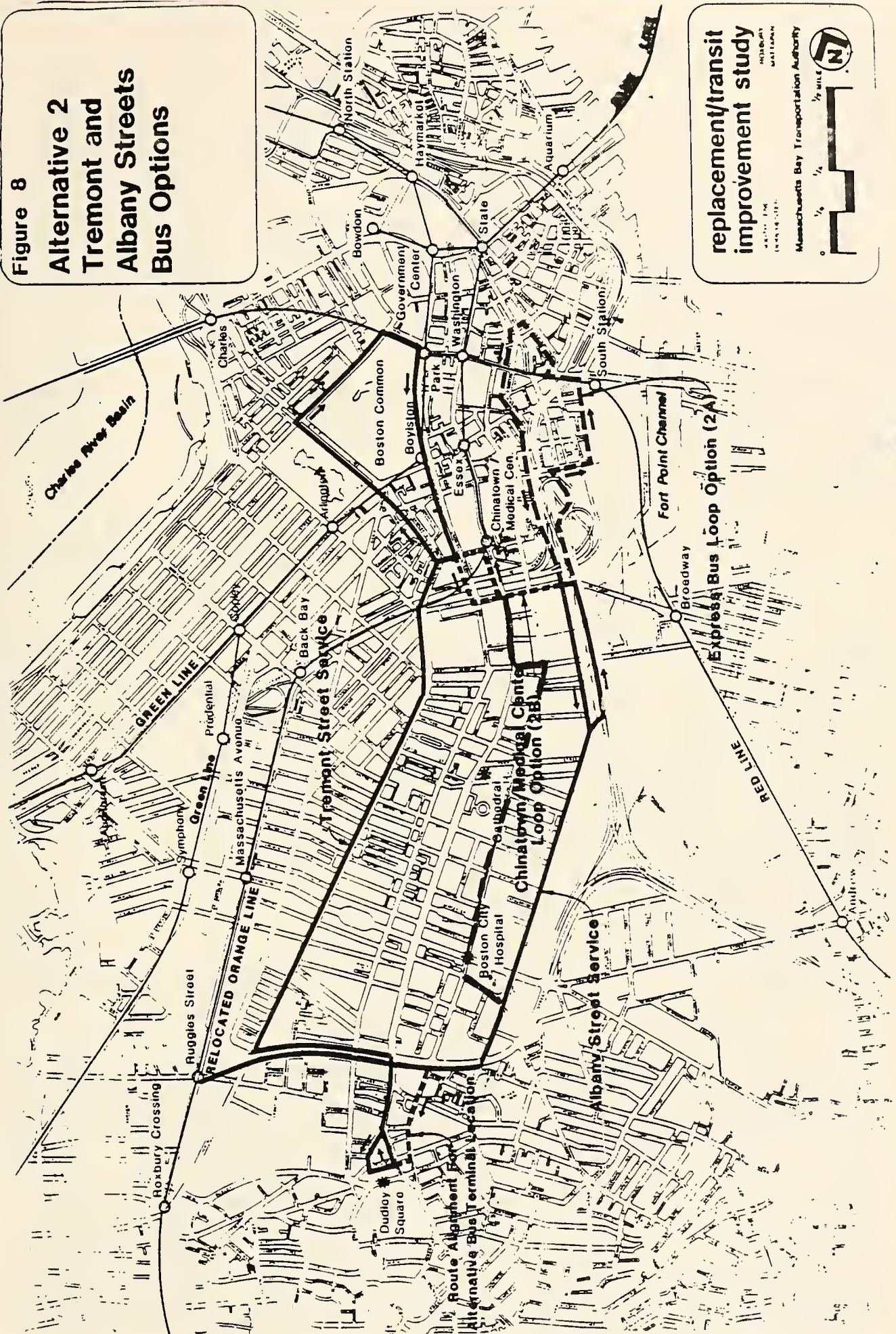


Figure 30

**Dudley Square
Year 2000
Roadway
Conditions**

**Alternatives 1,2,3
Bus & Trackless
Trolley**

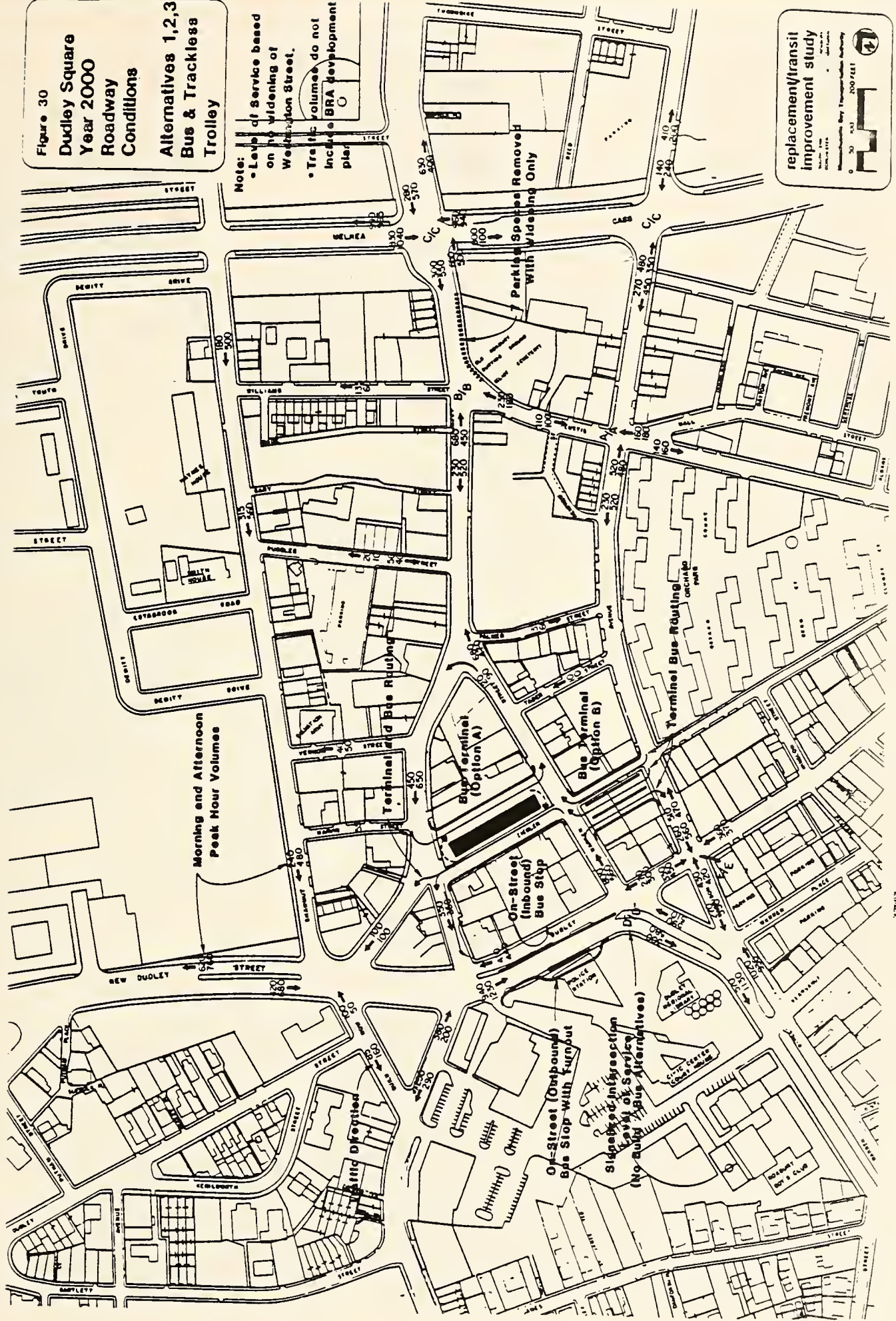
- Note:**
- Levels of Service based on no widening of Washington Street.
 - Traffic volumes do not include BRA development plan.

replacement/transit improvement study

Scale: 1" = 100' (1" = 30.48m)

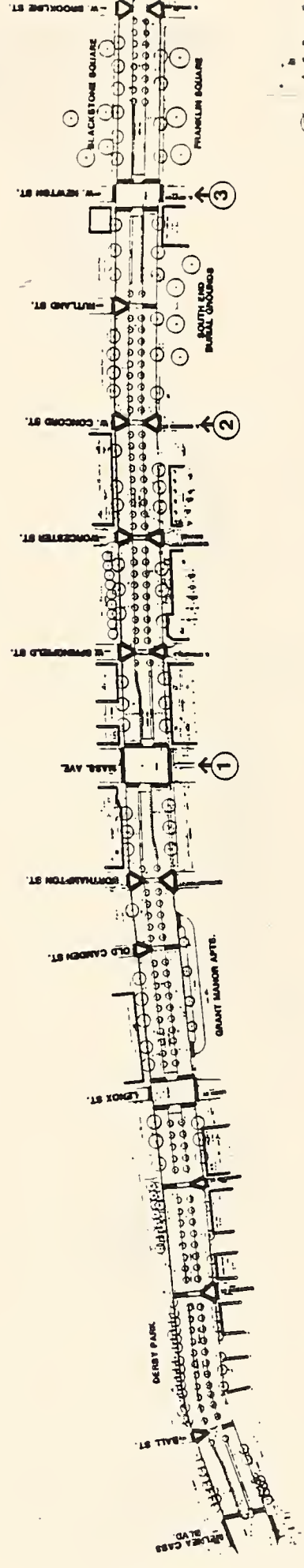
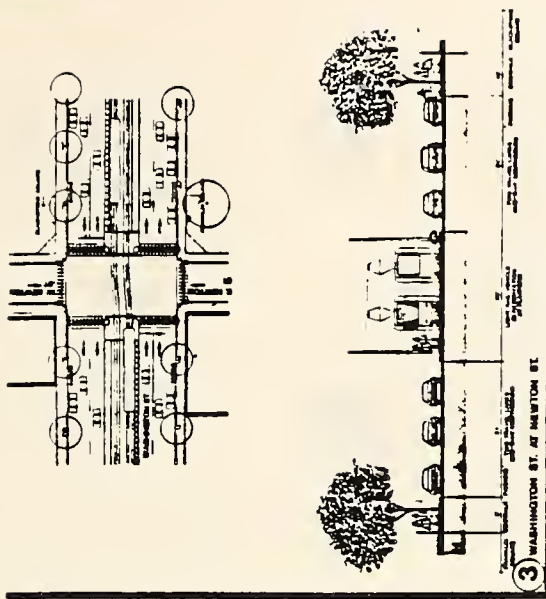
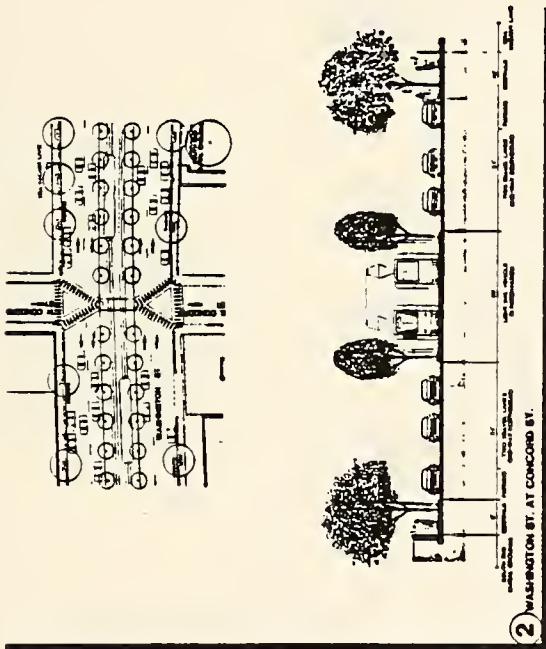
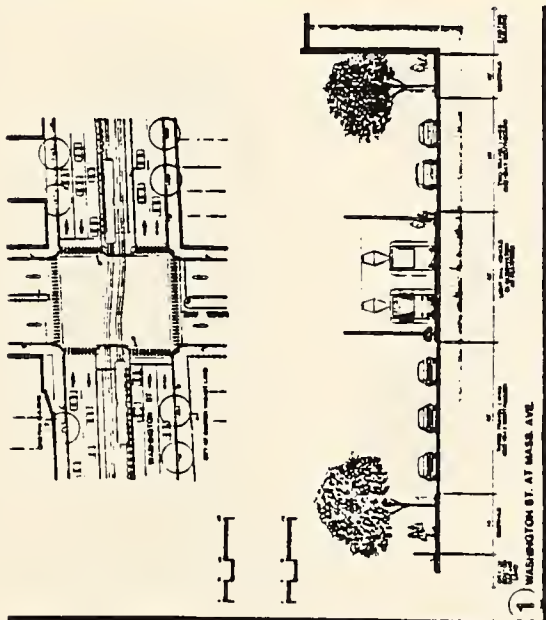
North Arrow

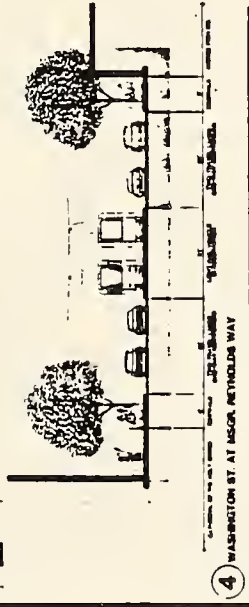
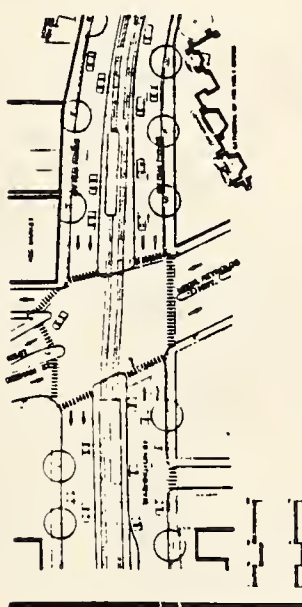
200 FEET



Alternative 4 Washington Street Light Rail

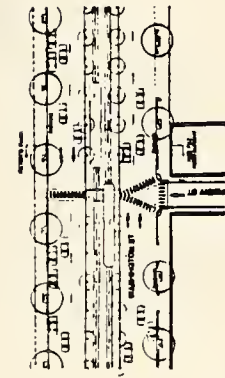






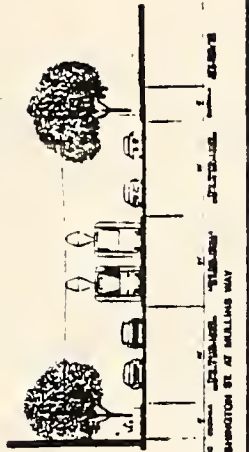
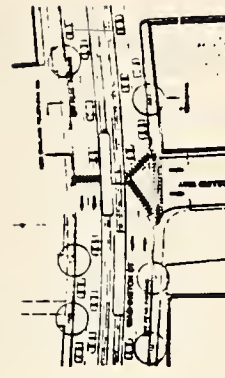
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WASHINGTON ST AT MCGRATH BLVD



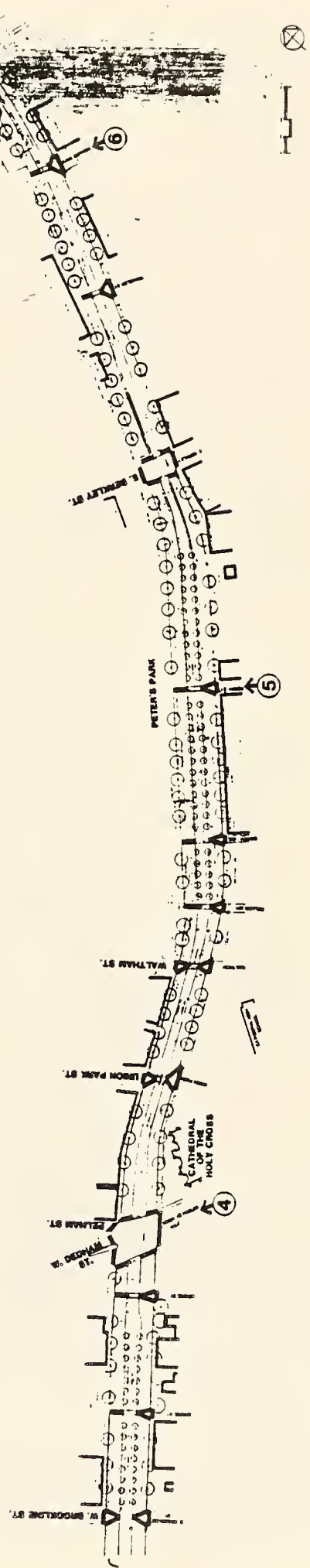
5

WASHINGTON ST AT POMY ST



6

WASHINGTON ST AT MALLARD WAY



100' SCALE

Figure 31
Dudley Square
Year 2000
Roadway
Conditions
Alternative 4
Light Rail

Note
Traffic volumes do not
include BRA development
plan.

replacement/transit
improvement study

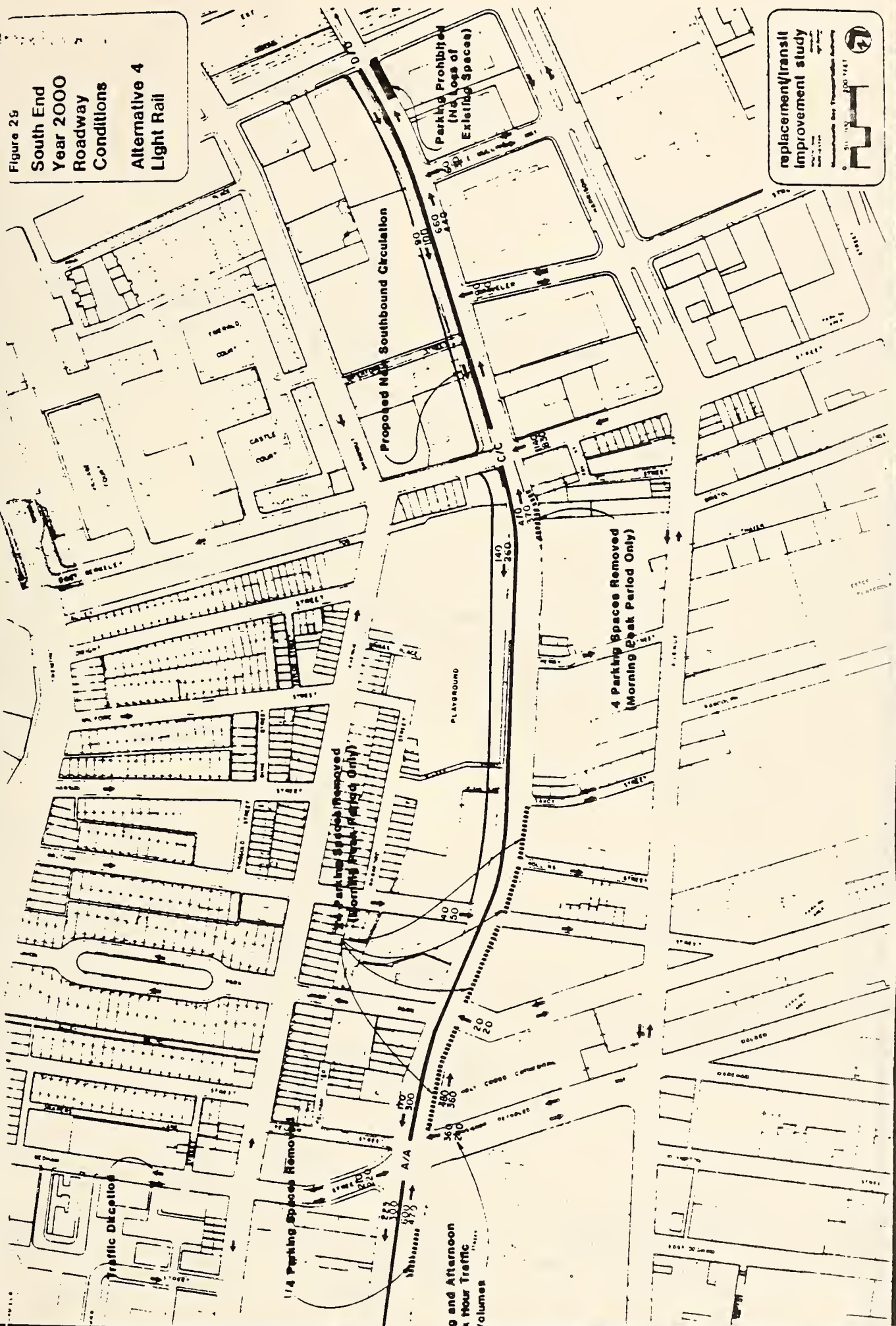



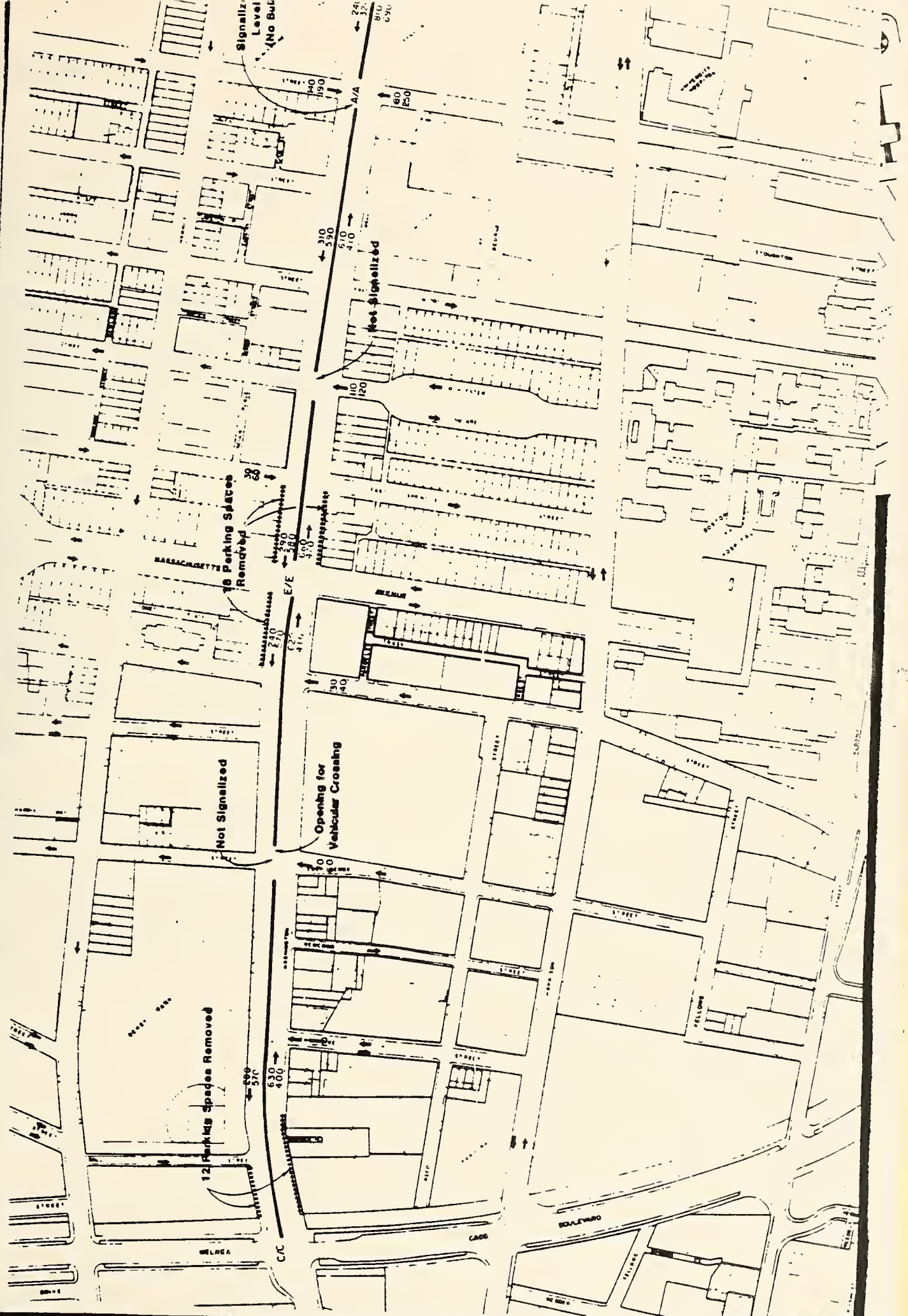
Figure 25

South End
Year 2000
Roadway
Conditions
Alternative 4
Light Rail

replacement/transit
improvement study

0 50 100 200 feet





Signalized Level (No Bal)

Not Signalized

18 Parking Spaces Removed

Not Signalized

12 Parking Spaces Removed

Opening for Vehicular Crossing

MASSACHUSETTS

BROADWAY

WILMOTA

Chinatown

BUSES

A bus running along Washington Street would either turn on Oak Street around the Quincy School and return to Washington Street via Shawmut Avenue and Herald Street; continue downtown on Washington and return via Tremont Street; or continue on Charles Street around the Boston Common and return via Tremont Street.

The paired bus alternative on Tremont and Albany streets has fewer buses that enter Chinatown. The Tremont bus would make a loop around the Boston Common via Charles Street, returning via Tremont Street. The Albany Street bus could make a loop in the South Station area and Financial District, or else enter Chinatown via the South Cove loop.

LIGHT RAIL VEHICLES

Three options, two surface routes and a tunnel route, were looked at for light rail service in Chinatown. With all options two ways to cross the Turnpike were analyzed. One requires building a diagonal bridge across the Turnpike and the other uses Marginal Road and the existing Washington Street bridge. One surface option runs from an existing tunnel, coming to street level near Elliot Norton Park along Tremont Street/Shawmut Avenue to Marginal Road, and then along Washington Street.

The tunnel option involves routing the light rail underneath Elliot Norton Park, around the Mass. Pike Towers, and bringing it to street level on Marginal Road.

The third option now being studied would run the light rail in tunnel behind Don Bosco School to Washington Street where it would come to street level and continue along Washington Street.

Chinatown Light Rail Options

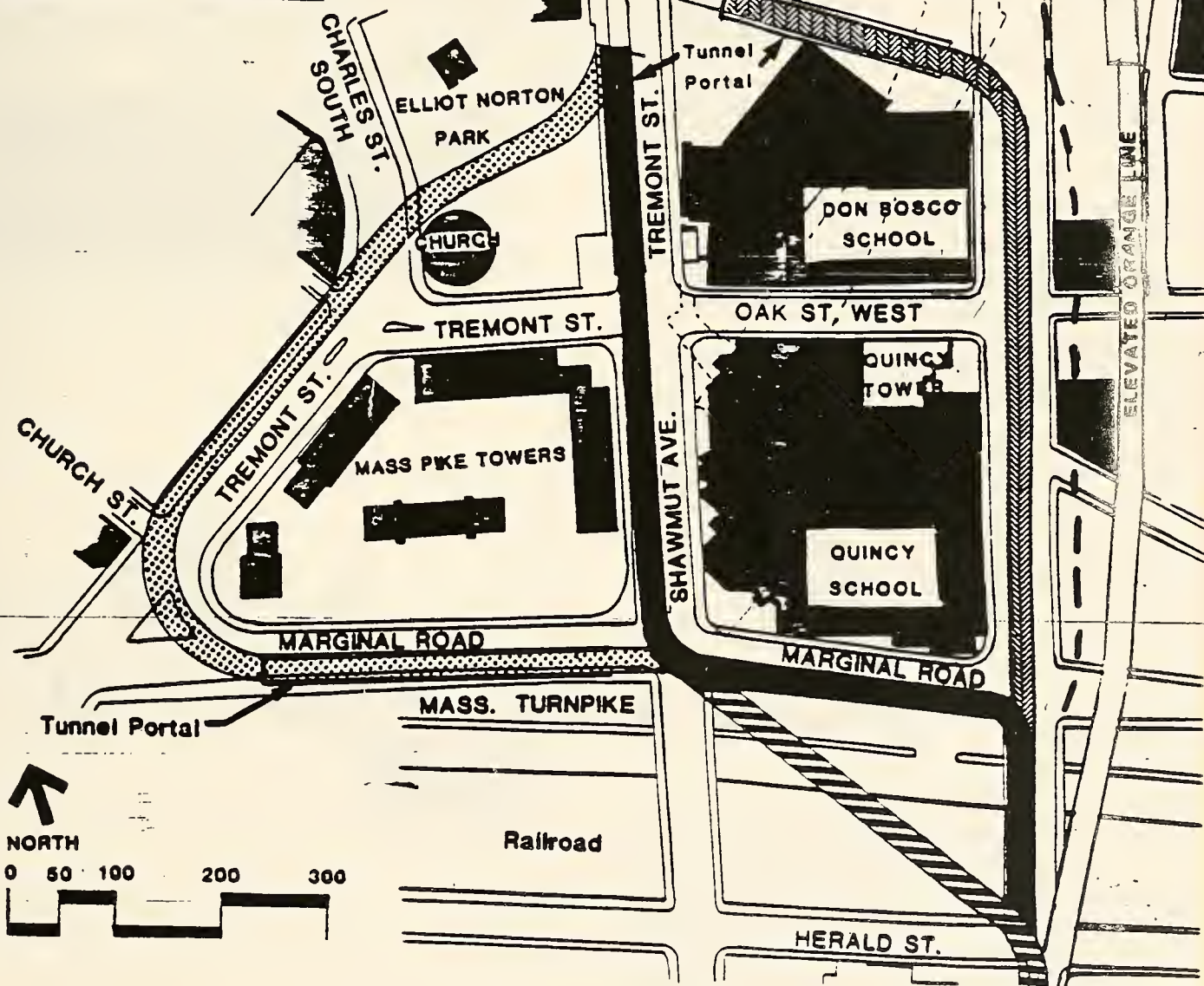
LEGEND

 SURFACE OPTION

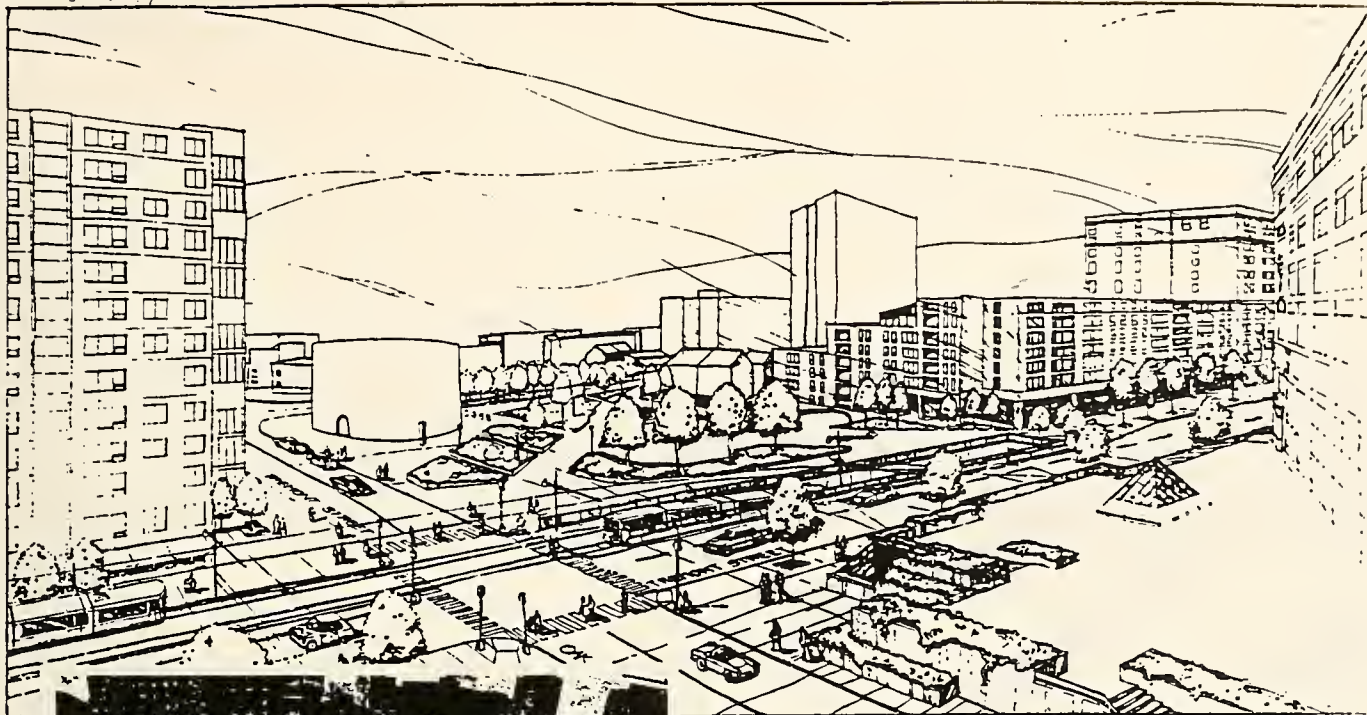
 TUNNEL OPTION

 DIAGONAL BRIDGE
OPTION

 WASHINGTON ST.
OPTION

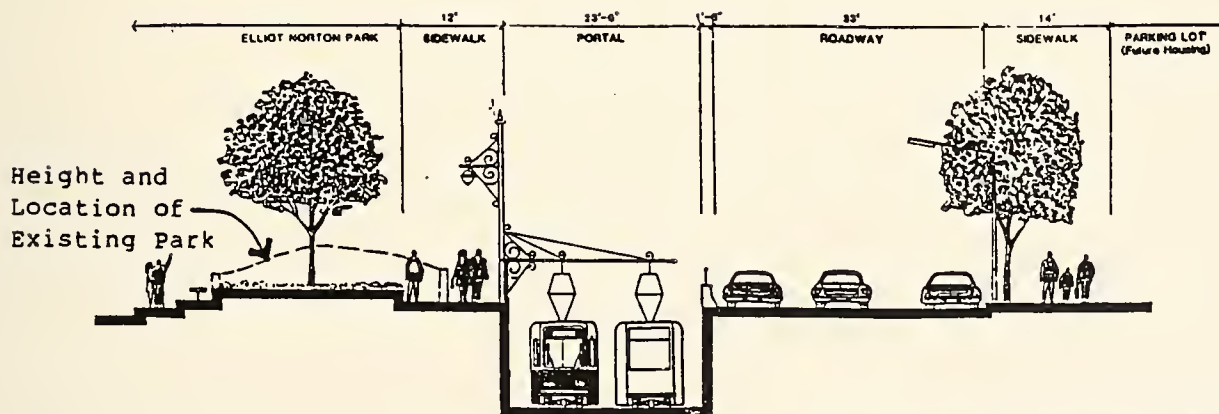


Chinatown



SURFACE OPTION

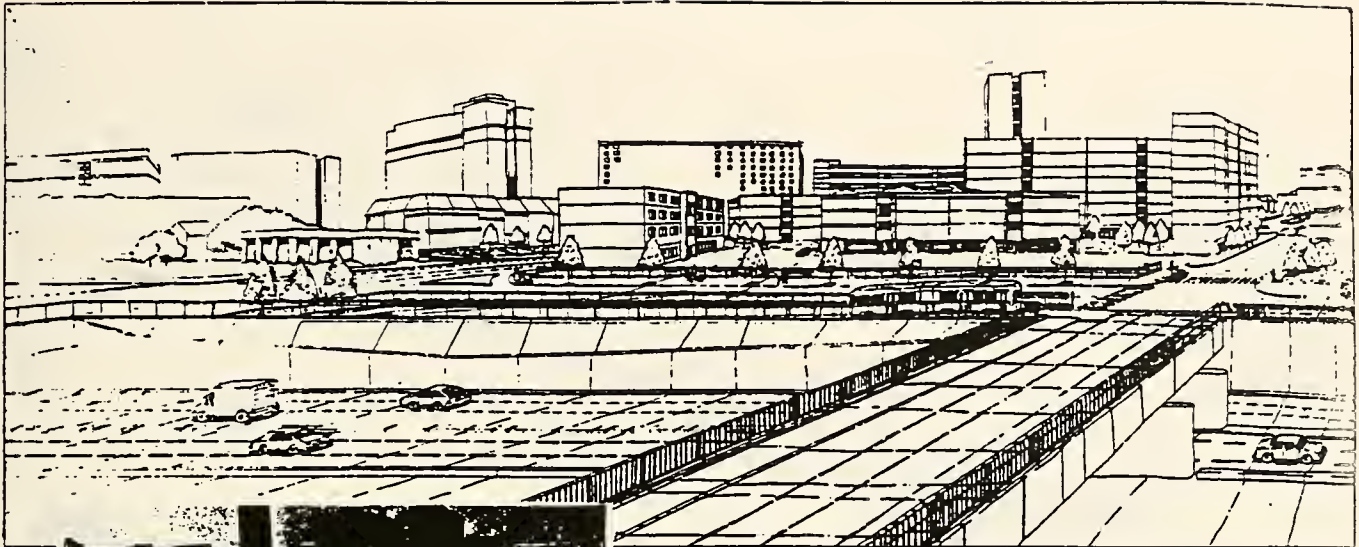
The above view shows Tremont Street in Chinatown with the light rail coming out of an existing tunnel by Elliot Norton Park. The Park could be improved by lowering the existing walls along the sidewalk as shown below.



ELLIOT NORTON PARK CHANGES

For the light rail alternative, the edge of Elliot Norton Park next to Tremont Street could be redesigned to move the high wall adjacent to the sidewalk back and lower it, or remove it completely as is shown above. This would allow for better visibility and access to the Park.

Chinatown

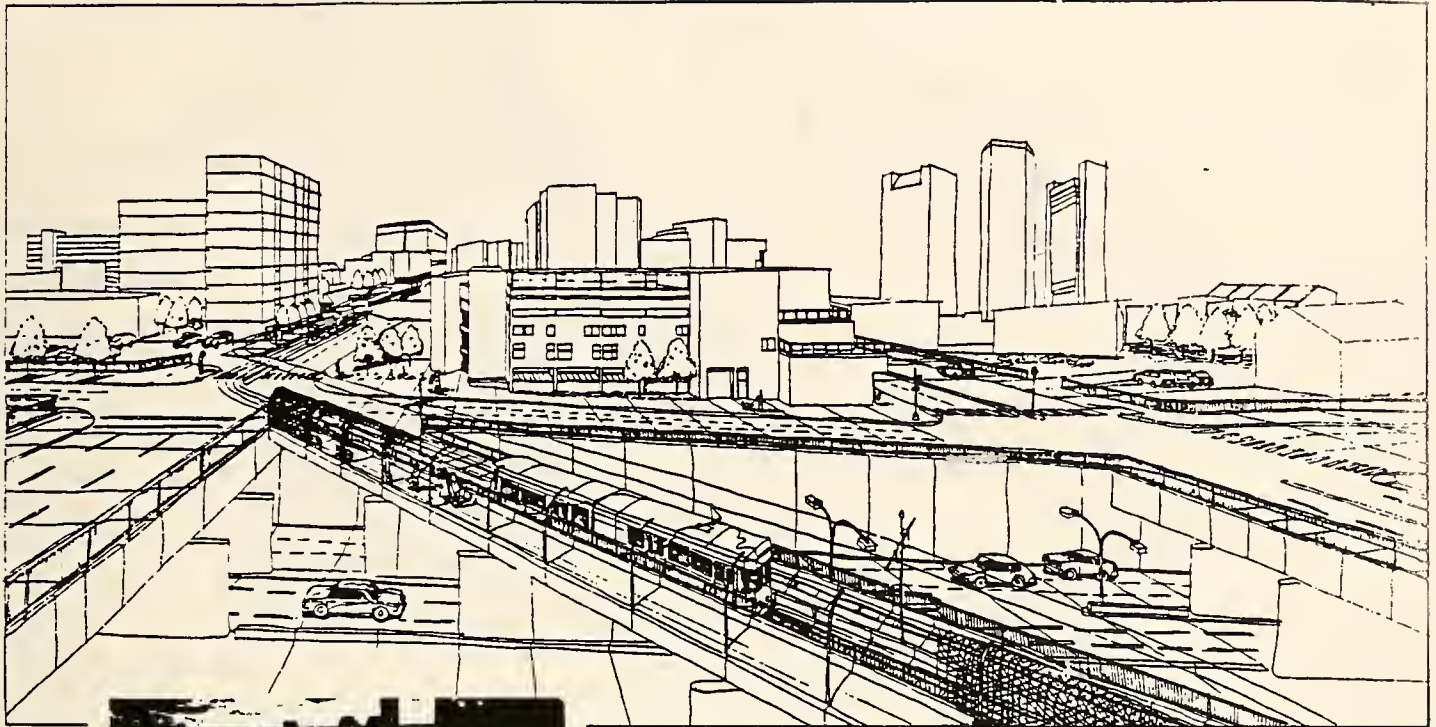


TUNNEL OPTION

Above is a view of the light rail as it comes to street level along Marginal Road from a tunnel near the Mass. Pike Towers Apartments next to the Turnpike.

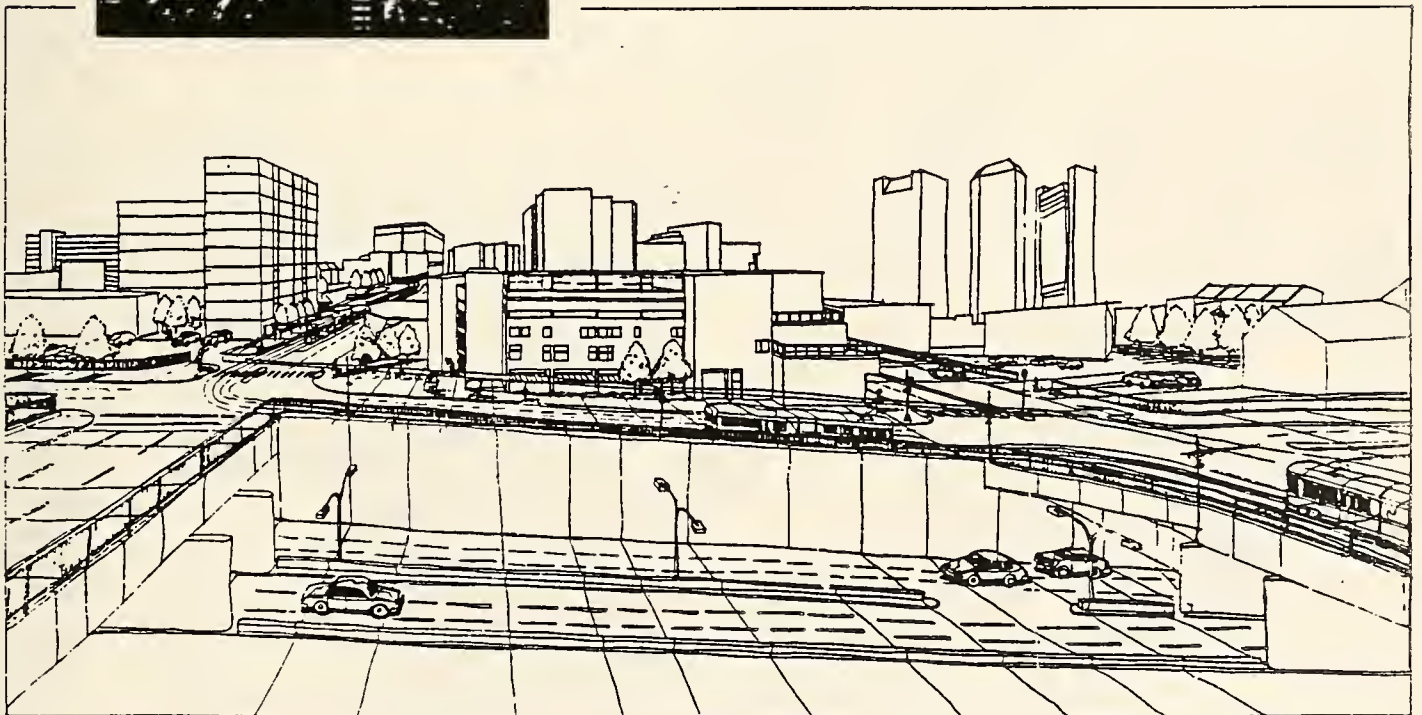
With either the surface or the tunnel options, two ways to cross the Turnpike and continue on Washington Street were analyzed. One requires building a diagonal bridge across the Turnpike and the other uses Marginal Road and the existing Washington Street bridge.

Chinatown



DIAGONAL BRIDGE OPTION

Above is a view of a diagonal bridge across the Massachusetts Turnpike that could be built for light rail.

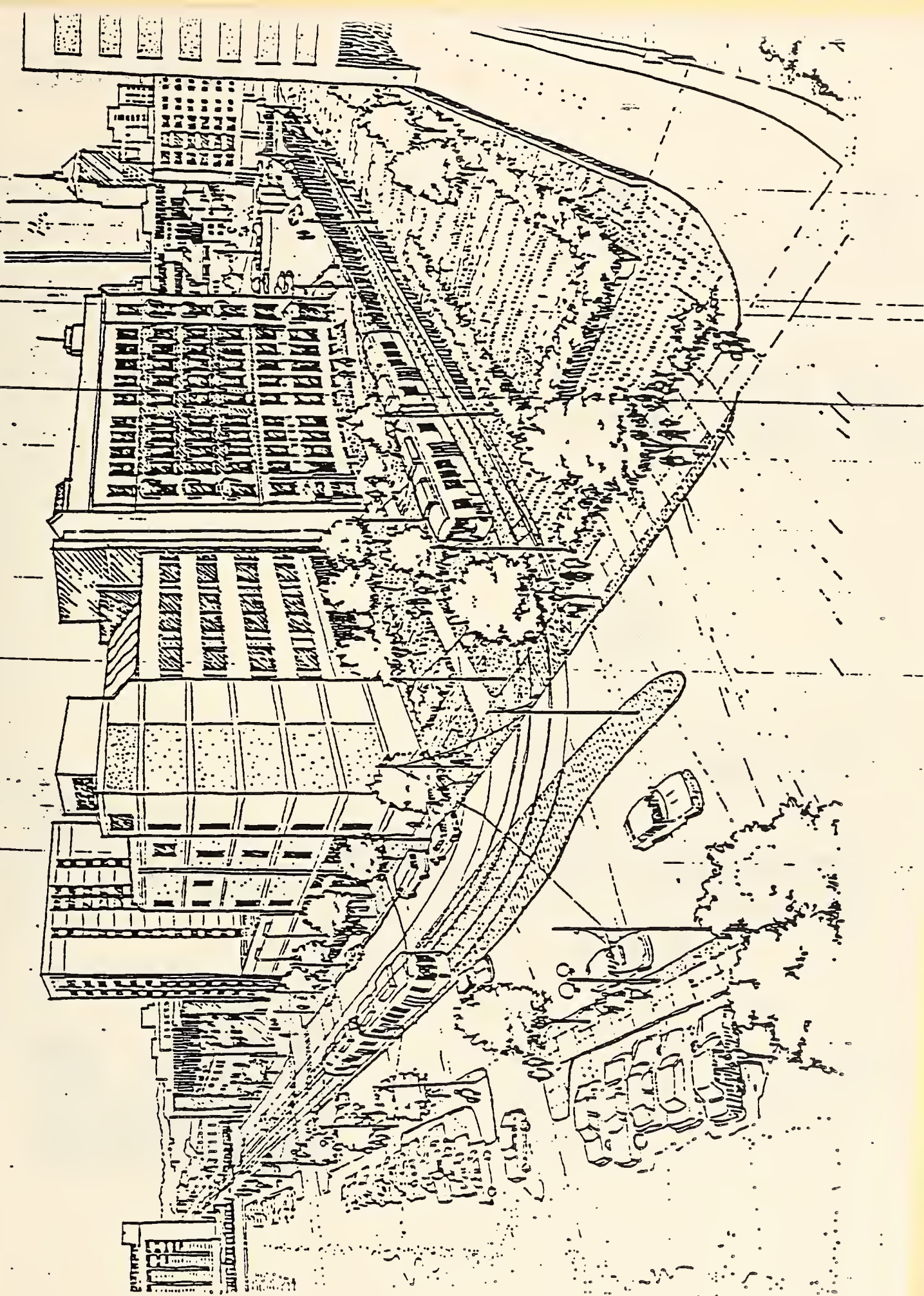


WASHINGTON STREET BRIDGE OPTION

Crossing the Massachusetts Turnpike on the Washington Street Bridge, as shown in the option above, the light rail would continue into the South End.

WASHINGTON ST. OPTION - 62V

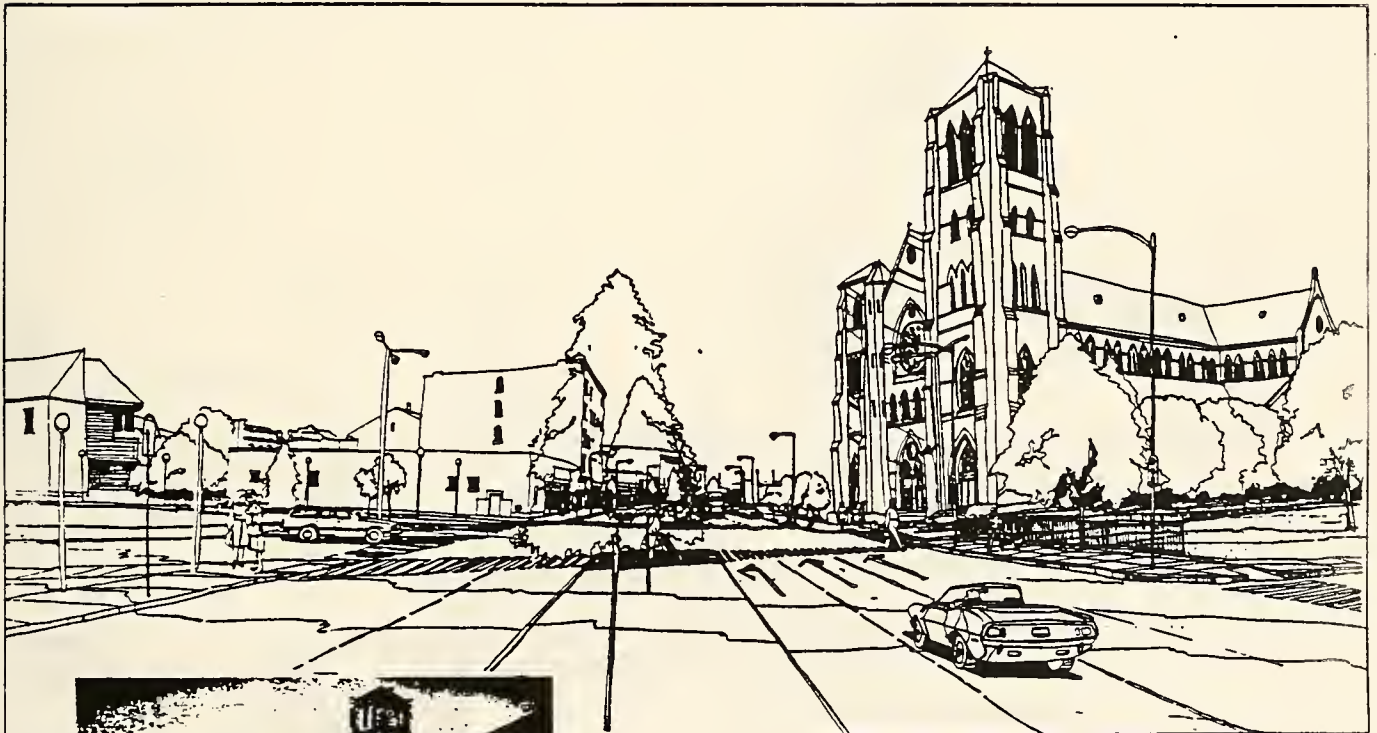
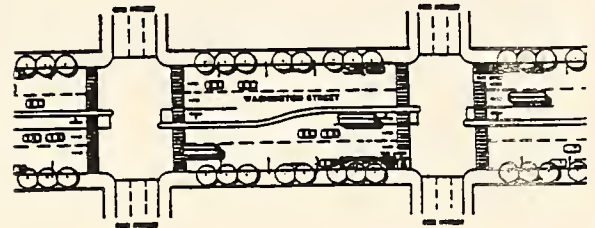
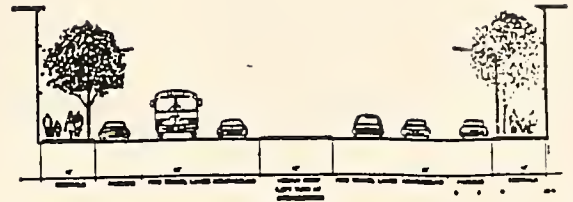
NO WIDENING



South End/Lower Roxbury

BUS

Two bus options for replacement service in the South End/Lower Roxbury have been evaluated. One runs a bus route on Washington Street connecting to any of the Downtown routes discussed on page 3. The other is a pair of bus routes: from Ruggles Station on the relocated Orange Line along Melnea Cass Boulevard and Albany Street to South Station; and from Dudley Station along Washington Street, Melnea Cass Boulevard, Tremont Street and the Boston Common to Park Street. In all cases, including light rail, bus routes 10 and 47 will be combined, and modifications are proposed for the Dudley/Harvard (No. 1) and Copley Square/City Hospital (No. 68) bus routes as shown on the Replacement Corridor Service Alternatives plan on page 2.



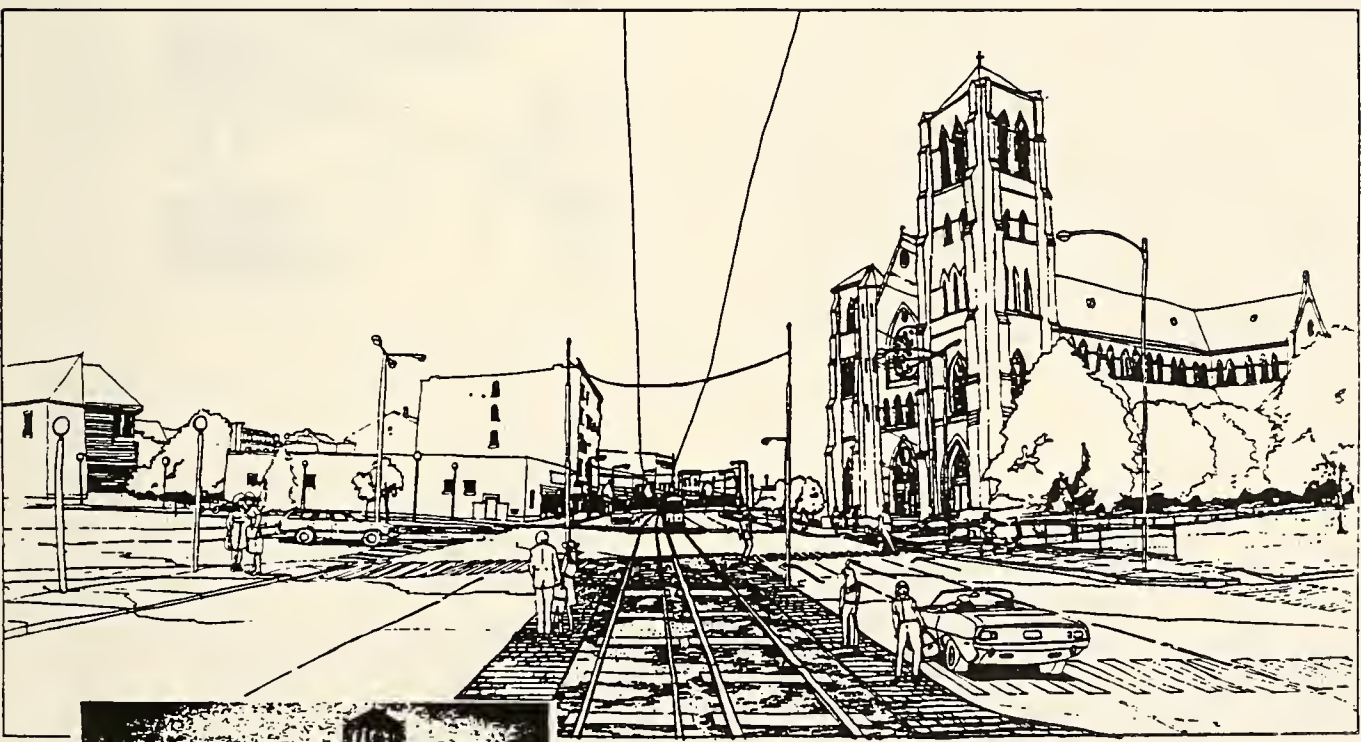
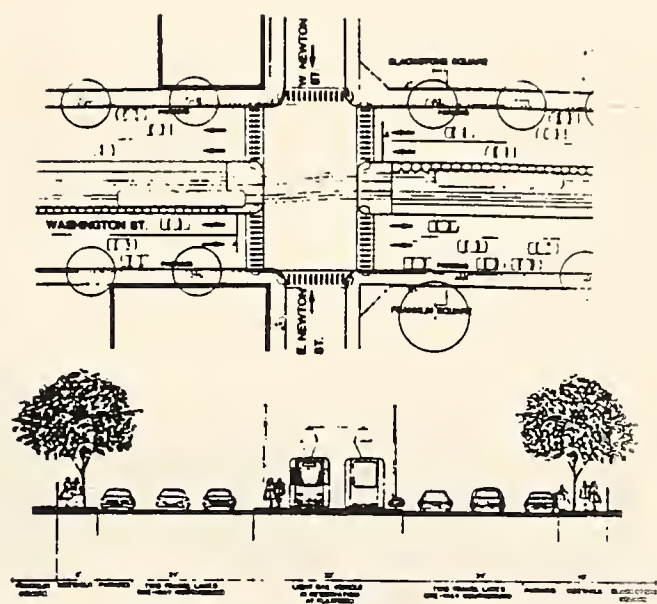
CATHEDRAL- BUS

This option shows Washington Street at the Cathedral of the Holy Cross after removal of the Orange Line elevated and introduction of bus replacement service.

South End/Lower Roxbury

LIGHT RAIL

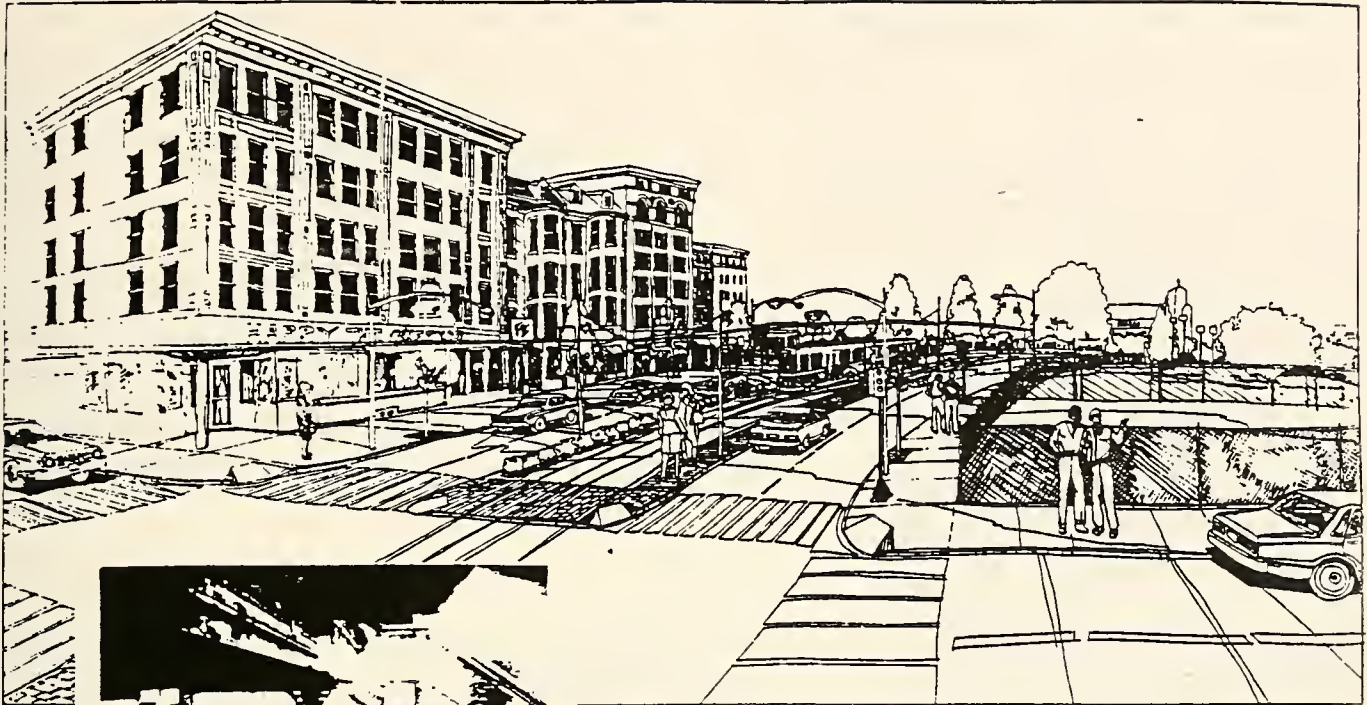
The light rail alternative in the South End/Lower Roxbury runs along Washington Street from the Massachusetts Turnpike to Melnea Cass Boulevard. Stops are proposed at Berkeley Street, Msgr. Reynolds Way, West Newton Street, Massachusetts Avenue and Lenox Street.



CATHEDRAL-LIGHT RAIL

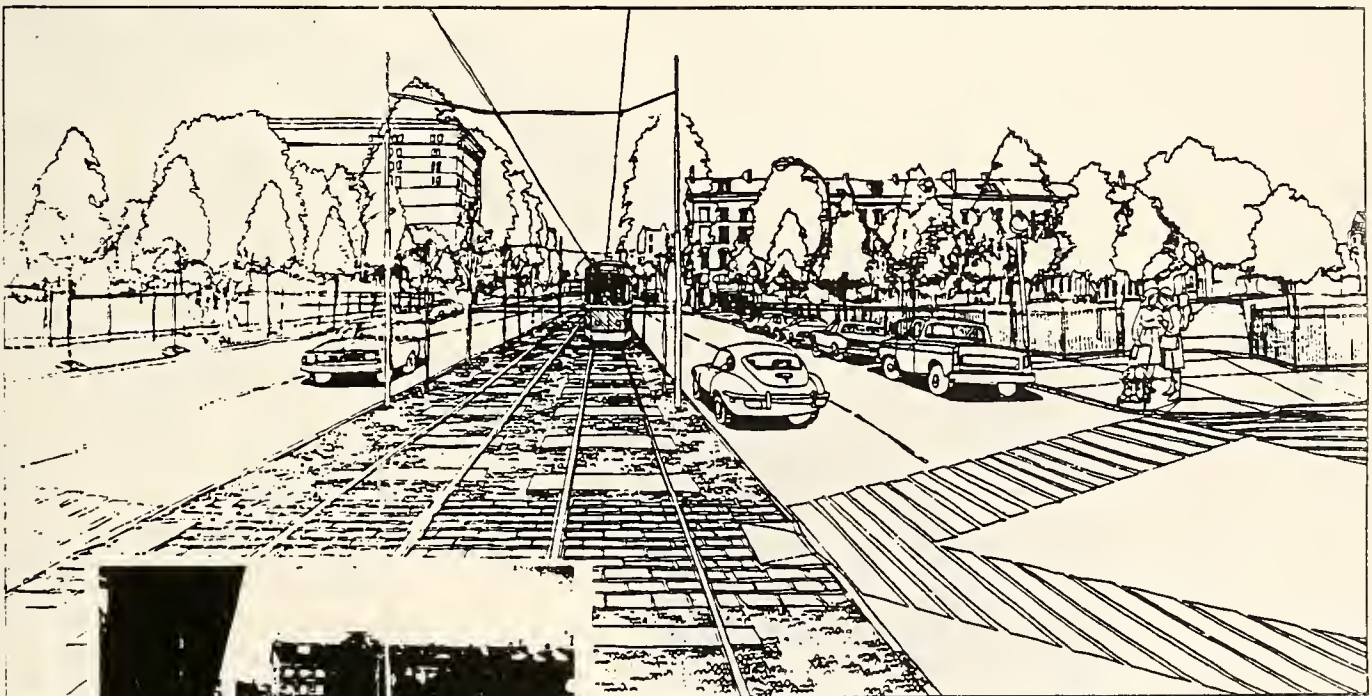
This view shows an option for the light rail which would travel along the center of Washington Street past the Cathedral of the Holy Cross.

South End/Lower Roxbury



EAST BERKELEY ST.-LIGHT RAIL

Looking north on Washington Street at East Berkeley Street, this view shows the light rail in the street and vehicular access in both directions on the cross street.



BLACKSTONE PARK-LIGHT RAIL

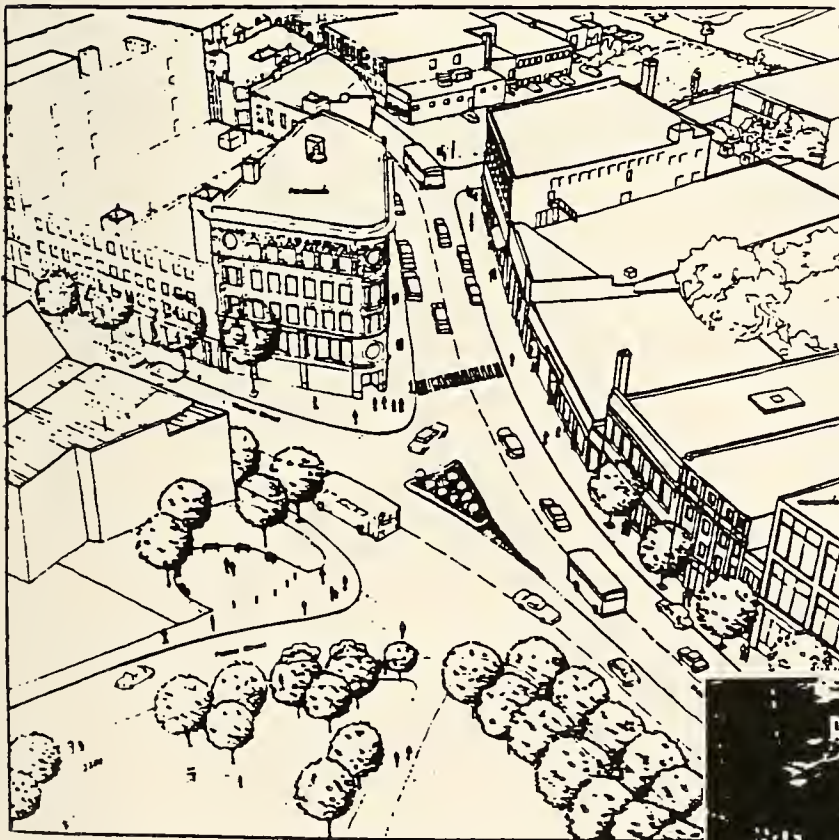
Here the light rail is shown passing by Blackstone Park, with pedestrian access to both sides of Washington Street at the crosswalk.

Dudley Square

BUS

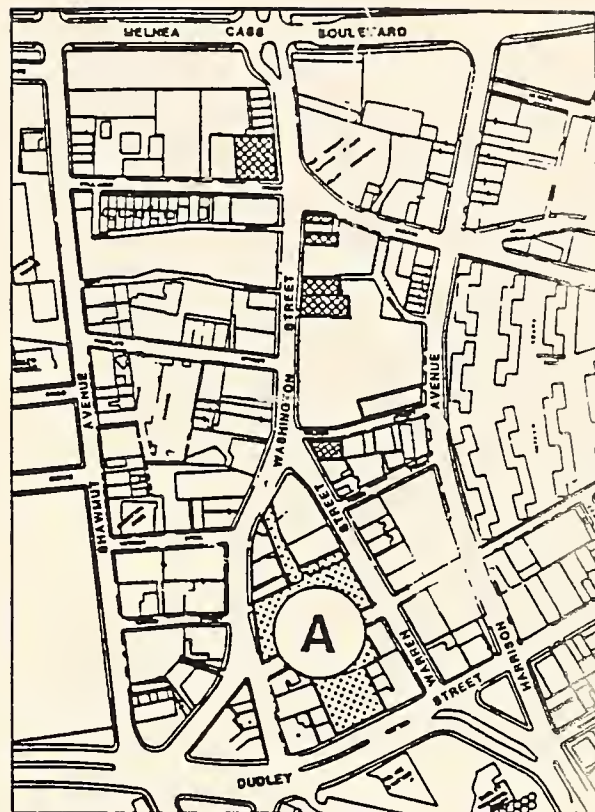
In either bus or light rail alternatives, buses coming from the south and east that now terminate in Dudley Station would be rerouted. These buses will now terminate at the new Ruggles Station on the relocated Orange Line and stop on Dudley Street near the Police Station.

Bus replacement service to Dudley Square from downtown could be provided in two ways: the Washington Street bus or the Tremont Street bus of the paired-bus alternative. Either bus option would enter Dudley Square and terminate at a new street-level facility in the existing station area (A).



DUDLEY SQUARE - BUSES

This view shows Washington and Warren Streets after the removal of the elevated structure and the introduction of bus replacement service. A widened and reconstructed Washington Street is shown. Several buildings would be taken to accomplish this widening.



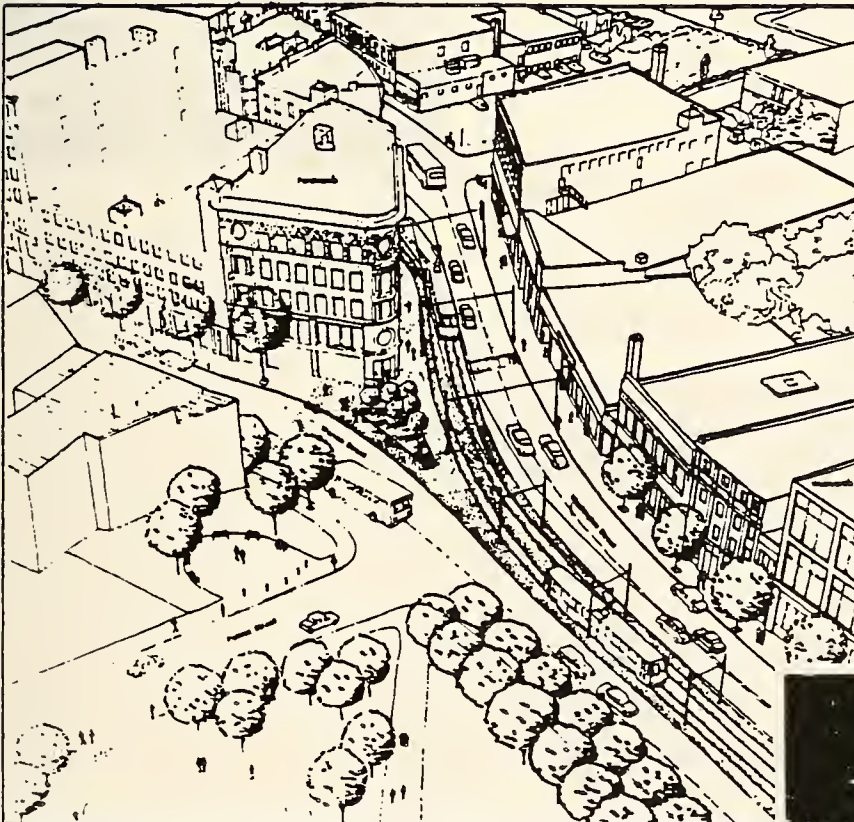
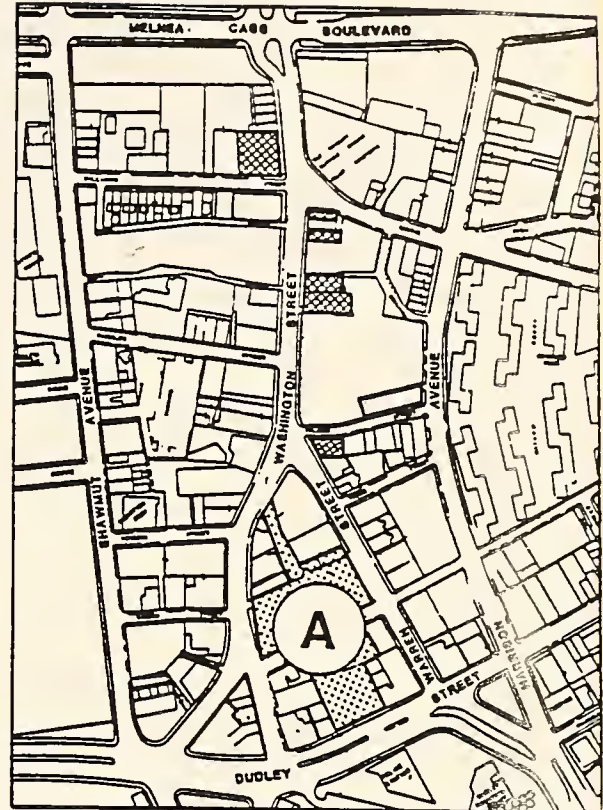
 MBTA OWNED PROPERTY



Dudley Square

LIGHT RAIL

The light rail would run in a reservation primarily in the middle of Washington Street and would end at a terminal in the existing station area at street level. The reservation would be adjacent to the sidewalk next to the Ferdinand Building just prior to its entering the terminal. Buses coming from the north could stop in the existing station area with the light rail (A). Buses from the south and east stop on New Dudley Street. Although the reservation would restrict vehicular circulation somewhat, the widened Washington Street would allow for two travel lanes and one parking lane on both sides. Several buildings would be taken to implement the light rail alternative .

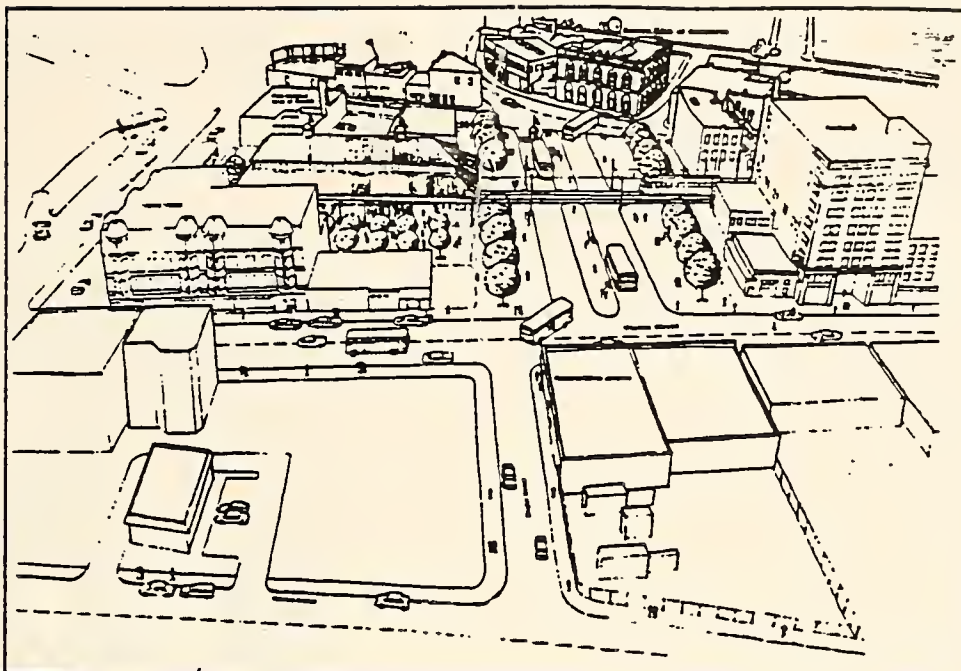


DUDLEY SQUARE-LIGHT RAIL

This view shows Washington and Warren Streets after the removal of the Orange Line and the implementation of light rail replacement service.

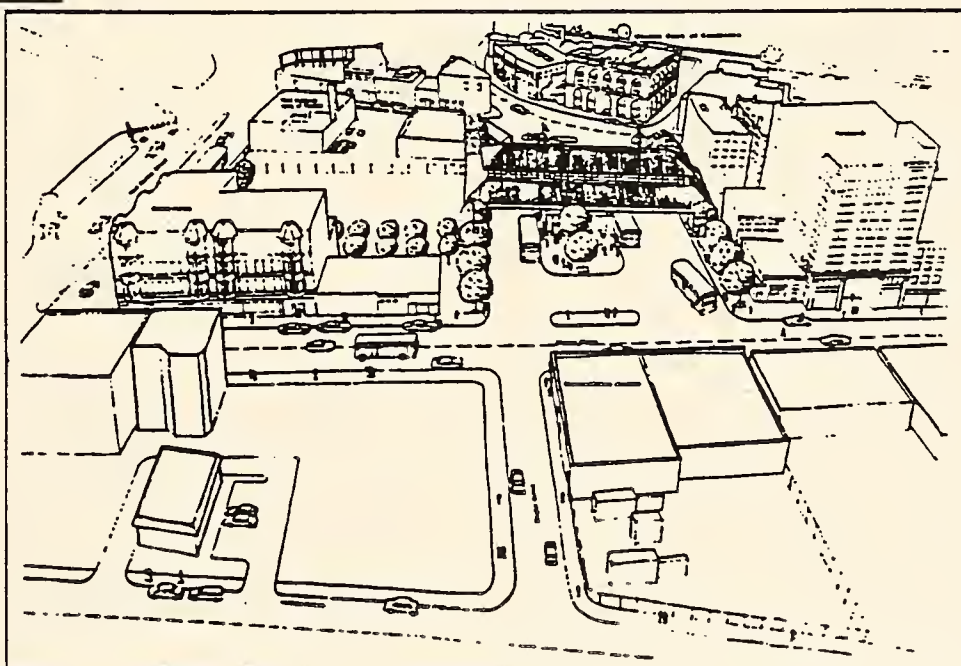
Dudley Square

TRANSIT TERMINAL



LIGHT RAIL AND BUS

This view shows the existing canopy of Dudley Station as a terminal for light rail.






BUS

Here the existing canopy of Dudley Station is used as a bus terminal for both replacement service buses and additional bus routes coming from the north. Buses from the south and east stop on New Dudley Street.

DUDLEY SQUARE NATIONAL HISTORIC DISTRICT



-  MBTA-OWNED PROPERTY
-  DUDLEY NATIONAL HISTORIC DISTRICT BUILDINGS
-  BOSTON LANDMARKS COMMISSION BUILDING CLASSIFICATION

BUILDING CLASSIFICATION

	SIGNIFICANCE	WARRANTS DESIGNATION AS BOSTON LANDMARK	ELIGIBLE FOR INDIVIDUAL LISTING ON HISTORIC REGISTER	PROTECTED AGAINST DEMOLITION	REQUIRES SECTION 108 REVIEW & MITIGATION	ELIGIBLE FOR FEDERAL TAX CREDIT
1. HIGHEST SIGNIFICANCE	national significance	yes	yes	yes	yes	yes
2. MAJOR SIGNIFICANCE	significant to Boston, state, and New England	yes	potentially eligible	yes	yes	yes
3. SIGNIFICANT	significant to Boston as examples of Boston architects or a particular style or important to local institutions	need more study	potentially eligible	no	yes	yes
4. NOTABLE	important to character of street, neighborhood	no	no	no	yes	yes
5. MINOR	minor contribution to streetscape	no	no	no	yes	yes
6. NON-CONTRIBUTING	visual intrusion	no	no	no	no	no

